

NEW ADVERTISEMENTS

BOARD AND RESIDENCE.

BEAUTIFUL SITUATION. Every convenience. **SELECT.** Apply—Care of "Daily Press" Office. [908]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BAHAMA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN" Captain G. Manley, carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 22nd July, 1916, taking Passengers and Cargo or the above Ports. The s.s. "NANKIN" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the I.S.N. Co. Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. V. D. PARE, Acting Superintendent. Hongkong, 13th July, 1916. [1]

NOTICE TO CONSIGNEES.

JAVA-PACIFIC L.I.N.

THE Steamship

"TILMANOEK" having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th July will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th July by the Company's surveyors, Messrs. Goldard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JAVA-PACIFIC L.I.N., Mataje, Agents.

Java-Pacific L.I.N. Hongkong, 13th July, 1916. [908]

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-MORROW (SATURDAY), the 15th instant, commencing at 3.45 P.M. The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present. Hongkong, 13th July, 1916. [903]

NOTICE.

IN THE MATTER of the Estate of the late **FEIGUS GRAHAM KELL**, deceased.

ALL CREDITORS and others having Claims against the Estate of the above deceased are requested to send them to me, the Underwriter, on or before the first day of August, 1916.

E. THOMAS, Administrator of the above Estate. Care of Bore & Co., Amoy, China, 10th July, 1916. [905]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on FRIDAY, 21st July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 14th July, to FRIDAY, the 21st July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, **A. SHELTON HOOPEE**, Secretary to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., General Agents for THE WEST POINT BUILDING CO., LTD. Hongkong, 7th July, 1916. [890]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE and HALF DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, **A. SHELTON HOOPEE**, Secretary. Hongkong, 11th July, 1916. [895]

WANTED.

A JUNIOR EUROPEAN CLERK for Mercantile Office. Box No. 13. Apply—Care of "Daily Press" Office. Hongkong, 13th July, 1916. [901]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, **TO-DAY (FRIDAY)**, the 14th July, 1916, commencing at 2.30 P.M., at the TOTO KISEN KAISHA'S Godown, (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town,

SUNDRY SHIP'S GEAR ex s.s. "CHIVO MARU,"

Comprising—Steam Winches, Boat Davits, Brass Port Scuttles and Frames, Brass Saloon Window Frames and Windows, Electric Fans and Lamps, Copper Whistle and Syren, Brass Signal Gun, Engine-Room Telegraphs and Compasses, Electric Water-tight Shutter Box, Copper and Brass Steam Pipes, etc., etc.

One Searchlight. N.B.—Further sales will be notified later. On View now.

Catalogue on application. Terms:—Cash on delivery. **GEO. P. LAMMERT**, Auctioneer. Hongkong, 10th July, 1916. [888]

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, **ON TUESDAY**, the 18th July, 1916, commencing at 2.30 P.M., at the TOTO KISEN KAISHA'S Godown, (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town,

SUNDRY SHIP'S GEAR AND FURNITURE ex s.s. "CHIVO MARU,"

Comprising—Leather-Covered Armchairs, Revolving Saloon Chairs on Iron Frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron Bed Frames and Mattresses, Patent Folding Washstands, Oak Writing and Centre Tables, Mirrors, Coloured Glass Windows, Mattresses, Rugs and Carpets, etc., etc.

On View now. Catalogue on application. Terms:—Cash on delivery. **GEO. P. LAMMERT**, Auctioneer. Hongkong, 10th July, 1916. [889]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY**, the 17th day of July, 1916, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Moe Lun Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	Locality.	Boundary Measurements (Approximate).	Contents in Square Feet.	Annual Rent.	Upset Price.
1	At the intersection of the Moe Lun Street and the Moe Lun Street.	100 feet by 100 feet.	10,000	10	4,184

Hongkong, 8th July, 1916. [882]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, **ON FRIDAY**, the 28th day of July, 1916, at 3 o'clock in the afternoon, at their Sale Rooms, Ice House Street, Victoria, Hongkong,

The following very desirable residential Property at the Peak:

situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.

Being **RURAL BUILDING LOT No. 78**, and known by the name of "TREYHERBYN."

The property is held under Crown Lease and contains an area of 44,604 square feet. For further particulars and conditions of sale apply to:

MESSRS. HASTINGS & HASTINGS, Vendor's Solicitors, No. 8, Des Voeux Road Central.

MESSRS. HUGHES & HOUGH, The Auctioneers, Hongkong, 10th July, 1916. [892]

HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of \$2.30 per Share, subject to deduction of Income-Tax, has been declared for the HALF-YEAR ending 30th June, 1916, at rate of 2 1/4 per Dollar.

The DIVIDEND will be Payable on and after MONDAY, the 14th August, 1916, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants. The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 31st July, to SATURDAY, 12th August, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors, **N. J. STARR**, Chief Manager. Hongkong, 11th July, 1916. [894]

SWATOW

WANTED: GOOD ACCOMMODATION for Married Couple in British Family. Large Room, &c. Liberal Terms.

Apply—**"J."** Care of "Daily Press" Office. [890]

HOUSES TO LET

TO LET.

PREMISES at present occupied by **CHS. J. GAUFF & Co.**, Alexandra Buildings, Chater Road.

Apply on premises or to—**LOWE, BINGHAM & MATTHEWS**, Liquidators. [705]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street). Apply to—**WILKINSON & GRIST**. [691]

TO LET.

A TWO-STORY EUROPEAN HOUSE at No. 19, Kennedy Road East; Consisting of Four Rooms with Bathrooms and Out-houses Complete. Apply—**YOUNG HEE**, 10, Des Voeux Road Central. [836]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING. For particulars, etc., apply—**THE HONGKONG CENTRAL ESTATE, LTD.** [665]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** [37]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings. Apply to—**SHEWAN, TOMES & Co.** [618]

TO LET.

A HOUSE in Observatory Villas, Kowloon. Apply to—**ARRATOUN V. APCAR & Co.**, 14, Des Voeux Road. [811]

TO LET.

"ROCKLANDS" No. 7, Robinson Road, from 1st August, 1916, or earlier. Apply—**M. J. D. STEPHENS**, 19, Bank Buildings. [800]

TO LET—FURNISHED.

"IDDESLEIGH", 6, Bowen Road, for 2 or 3 months from end of July. Apply to—**MOWBRAY S. NORTHCOTE**, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [805]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK. No. 12, BEACONSFIELD ARCADE, SHOP. No. 8, BURROWS STREET, WANCHAI, GODOWN.

"ROSENEATH", No. 4, Hankow Road, Kowloon. No. 3, CAMERON VILLAS, 63, PEAK. CRAIGMIN EAST, 160, THE PEAK, Unfurnished.

"ONED FLAT" to let at the PEAK. **BELLETT CREST**, 66, PEAK. No. 141, WANCHAI ROAD, Large and St. John's Godown.

"SHEORCLIFFE", Garden Road, to let. **WOOBURY**, No. 4, Hankow Road, Kowloon from 1st May, 1916.

"GLENSHIEL", No. 141, Plantation Road, Peak. **"HAETING"**, Austin Road, Kowloon. No. 6, BELLIOS TERRACE, with entrance on Conduit Road.

TWO GODOWNS, in Dundell Street, No. 2, DES VOEUX VILLAS, 51, PEAK, Unfurnished.

No. 68, THE PEAK (CAMERON VILLAS). Apply to—**LINSTEAD & DAVID**, 35, See Fong, Alexandra Buildings.

TO LET.

OFFICES in Prince's Building. Apply to—**SHEWAN, TOMES & Co.**, Liquidators, BROOKLYN & Co. [872]

TO LET.

OFFICES at 1, Connaught Road. 21, WONG-NEI-CHONG ROAD. OFFICES in King's Buildings. HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, HILLSIDE, THE PEAK. Nos. 1 and 2, WEST END TERRACE, CANTON. Apply—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road. **THREE-ROOMED FLATS** in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Garden Terrace and Salisbury Avenue, Kowloon. Apply to—**BUMPHREYS ESTATE & FINANCIAL CO., LTD.** Alexandra Buildings. [692]

INTIMATION

WATSON'S

TAI YEUK FONG

HAIR WASH.

AN ELEGANT TOILET

REQUISITE

which

COMBINES THE PROPERTIES

of a

RESTORER, POMADE AND

HAIR WASH.

We have just received the following

Order from—

PICKERING, YORKS, England.

Please send me Six Large Bottles

of your **TAI YEUK FONG HAIR**

WASH.

(Signed) J.W.T.

Prepared only by

A. S. WATSON &

CO., LTD.,

TELEPHONE 16.

HONGKONG OFFICE: 104, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 14TH JULY, 1916.

AN IMPERIAL COUNCIL.

MR. BONAR LAW made the interesting announcement in the House of Commons this week that the Imperial and Dominion Governments were seriously considering the formation of an Imperial Council. The creation of such a body, possessing something more than advisory power, for dealing with matters of common concern, has been a long-cherished aspiration of all but an insignificant section of the British race, and to-day it is felt to be no idle dream, but a question merely of turning to full advantage the resources of statesmanship and science at the command of a modern people. The war has knit us together as only the war could. The feeling of sympathy which previously existed between the Motherland and her offspring has developed into a sense of unity—a realisation of the fact that each member of the family is dependent upon the others. That is one of the bright facts which stand out in relief against the gloom that overshadows this terrible conflict. It must have been obvious to the most unimaginative that, in the words of Lord Minto, we could not permanently go on with a system under which one-third of the civilised white population of the Empire was expected to take all the consequences of a foreign policy conducted at Westminster, bear all the burdens which that policy might thrust upon the Empire, and yet have no voice and no share whatever in the control of war policy or of the common naval and military affairs of the Empire. It stood to reason that the time must come, and the war has brought it very close, when arrangements must be made to enable the great Dominions of the Crown to share with the United Kingdom not only the burdens of the war but also the control of

policy. Already Great Britain has shown that, as far as opportunity offers, she is willing to do that which Sir Wilfrid Laurier asked long ago—call the representatives of the Dominions into the Councils of the Empire. Both Sir Robert Borden, the Prime Minister of Canada, and Mr. Hughes, the Prime Minister of Australia, have been invited to take part in the deliberations of the Cabinet; while the latter statesman has been selected also as one of the British delegates to the Economic Conference of the Allies at Paris. But these measures can only be regarded, at best, as temporary makeshifts. Just as the war has shown the whole Empire to be one in spirit and in action, so, as Mr. Bonar Law admitted at the luncheon of the Empire Parliamentary Association, "some means must be found of making it one in structure in all the time that is to come." That the Dominions have very decided views upon the subject has been shown by the public pronouncements of their leading men who have visited Great Britain recently. The constitutional limitations of the Dominion peoples were strikingly illustrated in a sentence or two by Mr. ANDREW FISHER, who resigned the Premiership of the Australian Commonwealth in order to take the position of High Commissioner in London. "If I had stayed in Scotland," he remarked, "I should have been able to heckle my member on questions of Imperial policy and to vote for or against him on that ground. I went to Australia. I have been Prime Minister. But all the time I have had no say whatever about Imperial policy—no say whatever. Now that cannot go on. There must be some change." He added later, "We want a closer relationship between the self-governing Dominions and the various Crown Colonies and other Dependencies of the Empire." Mr. THOMAS MACKENZIE, the High Commissioner for New Zealand, urged that if the Colonies were prepared to take their place in the matter of Imperial responsibilities their voice should be heard in the Councils of the nation. Mr. HUGHES, the Prime Minister of Australia, expressed the hope that after the war there would be a policy which would make the word "Empire" mean something more than it had meant hitherto. One-fourth of the human race was in some way or other bound up in a common form of government. We had at our disposal means whereby we could cement for ever the federation, or Empire—call it what one might—and ensure the peace of the world. The task of giving practical expression to these sentiments is one to tax the highest statesmanship, for it raises many difficult and thorny questions. But, given this desire on the part of the scattered and diversified members of the Empire to be knit more closely together, we need not despair of the ability of British statesmanship to reach the end in view.

A Chinese coal dealer has reported to the Police that when passing through his coal yard late in the evening he was stopped by two men and robbed of \$50.

The meeting of the War Charities Fund Committee, which was to have been held yesterday afternoon, had to be postponed, in consequence of the late sitting of the Legislative Council, until this afternoon at 2.15.

It has been reported to the Police by a Chinese accountant living in Wing Fung Street that on the 4th inst. he found a girl who had been employed in the house hanging by a rope in an out-building. He cut her down, but she died on the way to the hospital.

"Our Little Bit Workers' Society," Kowloon, have sent the following this week to Messrs. Shewan, Tomes & Co. to be forwarded to Colonel Gordon Hall, R.A.M.C., A.D.M.S., Cairo District, Abbasia, Cairo:—1,728 bandages, 90 milk covers, 48 khaki collars, 25 suits pyjamas, 37 pairs socks, and 16 dressing jackets.

The Police have received a report of an armed robbery in Shataukok. A shopkeeper has reported that on the evening of the 11th, four men entered his premises by breaking open the door. One of the men was armed with a revolver, another with a knife, while the other two were unarmed. The latter two men held him while the others ransacked the premises, eventually getting away with goods to the value of \$85.30.

FATAL LANDSLIDE.

INQUIRY AT THE HONGKONG MAGISTRACY.

DANGER OF STREET BANKS.

The fatal landslide in Kennedy Road on July 2nd, as a result of which three coolie women lost their lives, formed the subject of an inquiry by Mr. Wood, the Coroner, at the Hongkong Magistracy yesterday. Previous to calling evidence the Coroner said that the question which the jury had to consider was whether there was any negligence on the part of anyone concerned in the work which was evidently responsible for the death of the women. The women were engaged in some building operation at the time of their deaths, and it seemed that the bank upon which they were working was not shored up. The persons responsible for the matter were the owner of the land, who he understood was a Mr. Lam Wo, a contractor who was building houses for himself in Kennedy Road, or the foreman in charge of the work, or the architect. The question to be decided was whether there was any serious negligence on the part of anybody, and, if so, on the part of whom?

Mr. A. E. Wright, of the P.W.D., said the work at the place where the fatality occurred had been proceeding for three years according to plans. The women, it seemed, were engaged with others in preparing for the erection of a retaining wall, and he had examined the work from time to time. As a result of these examinations he wrote to Mr. Raven, the architect, pointing out that there had been several slips in Kennedy Road and that there was a probability of more if proper precautions were not taken, and suggesting that the retaining wall proposed to be built should be built in short lengths and that the southern boundary of the lot where the building was proceeding should be shored up. Nothing had been done in this direction as far as he knew.

The Coroner pointed out that the bank which had slipped was on the corner of the eastern boundary of the lot. The bank at the corner of the southern boundary, which Mr. Wright had suggested should be shored up, was intact. He thought the jury should be made aware of that. It was the opposite bank which had collapsed. The Coroner also said that a drain had since been discovered in the bank, the presence of which was unknown to all concerned, and the theory was that this drain had contributed to the collapse of the bank; that it had weakened it.

Answering the Coroner Mr. Wright said he had examined the eastern bank, the bank which had collapsed, previous to the accident, but in his opinion it did not need to be shored up. The presence of the drain undoubtedly had something to do with the landslide, but in his opinion the main causes of the slip were the very steep nature of the bank and the poor quality of the earth. The question of shoring up a bank was always a matter of opinion, but if he had been on this bank he would have commenced to shore up immediately the bank was laid bare. The reason why he drew attention to the southern bank and not the bank which had collapsed was because the southern bank ran along the top of Kennedy Road, and there was a big building just below it.

The jury was composed of Messrs. P. J. Mitchell (foreman), F. Antonio, and L. Medina. Mr. Vergette, of the P.W.D., also gave evidence, saying he inspected the work about a week before the accident. The foundations of the wall were then being cut. Everything then appeared to be in order.

Mr. Raven, the architect, said he was not supervising the erection of the walls, but had made the plans for them. He had nothing to do now with the work on the eastern portion of the site.

Mr. Wright expressed surprise at this, saying all the correspondence had gone to Mr. Raven. His worship, in closing the enquiry, said there was one point in the evidence which was quite clear. There was no blame attached to the architect in any way. He was not responsible whatever and his position should be cleared, so that the authorities might know that no blame attached to him. The work had been inspected by the Public Works Department, but after a certain point their work ceased. They had heard the evidence of the owner of the site, who was also the main contractor, and they could not say from that point of view that any serious blame attaches to the foreman, or to the sub-contractor. If there was anyone to blame for negligence it was Lam Wo, the main contractor and owner of the site. He had tried to make out the work was done by the sub-contractor, but he (his worship) thought it had really been done by himself and the foreman. The question before them was whether the negligence on the part of Mr. Lam Wo was sufficiently serious for them to take criminal action. His worship thought there had been an error of judgment on the part of the main contractor.

The jury returned a verdict that "the deceased persons died as a result of an accident, but that no one was guilty of blame." His worship said he agreed with them in the main, but at the same time he thought they should say that contractors should in future take steps to shore up all banks.

THE WAR.

BRITISH REGAIN POSITIONS.

POSSESS CONTAILMAISON AND RECAPTURE MAMETZ WOOD

ENEMY SUBMARINE SHELLS BRITISH PORT.

WOMAN KILLED AND A HOUSE STRUCK.

STATUS OF THE "DEUTSCHLAND."

ALLIES DECLARE VESSEL POTENTIALLY A WARSHIP.

IRISH NEGOTIATIONS.

IMPORTANT MANIFESTO BY MR. REDMOND.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH OFFENSIVE.

ACTIVE BOMBARDMENT ALONG THE WHOLE FRONT.

LONDON, July 13th. The enemy, largely reinforced, strongly attacked our new positions at several points, but was beaten back, except at Mametz Wood and Trone's Wood, where he regained some ground. We are actively bombarding the enemy's position between the main battlefield and the sea.

We also raided the enemy's front line. A party of Irish Fusiliers penetrated some strongly-held trenches south-east of Loos, remaining there twenty minutes, during which time there was heavy fighting and many Germans were killed.

Two companies of the Seaforth, after some stiff fighting, penetrated trenches opposite the Hohenzollern Redoubt, killing many of the enemy, bombing dug-outs and taking prisoners.

There have been many aerial combats. We destroyed a German machine, and one of ours was brought down by gunfire.

MAMETZ WOOD RECAPTURED BY BRITISH.

LONDON, July 13th.

General Sir Douglas Haig reports:—To-day has been marked by sharp local fighting in certain areas.

We recaptured Mametz Wood and all the ground lost yesterday evening.

We also progressed at Trone's Wood. The large number of German dead in this vicinity shows the costliness of last night's attack.

Two heavy German attacks against Contailmaison completely broke down.

GERMAN ATTACKS BROKEN.

PARIS, July 13th.

Two German attacks at Morchomme completely broke down under our fire.

POSITION RECAPTURED.

PARIS, July 13th.

A night attack, east of Fumin Wood, enabled us to re-take part of the ground occupied by the enemy yesterday. We took eighty prisoners. We also drove out the Germans from some sections of trenches at Reillon, in Lorraine, in which they gained a footing yesterday.

GERMANS ATTACK FORT SOUVILLE.

PARIS, July 13th.

An attack by six German regiments against Fort Souville, on the right of the Meuse, gained only a little of the ground at a cost of enormous losses.

A German attack on Fort Souville was made after a fierce artillery preparation. The Infantry at ten in the morning debouched from Fleury village, Vaux, and Chapiro Wood. Notwithstanding the violence of the massed assaults on the narrow front, the only German gain was a little of the ground in the vicinity of Chapelle Sainte, at the line of intersection of the Fleury and Vaux roads.

Fierce bombardment continues in the whole region of Souville, Chenois, and Lauselle.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS CAPTURE TOWN.

PETROGRAD, July 13th.

A communiqué states:—The Russians west of Erzeroum stormed and recaptured the town of Mamakhatum, which the retreating Turks had set on fire.

FIERCE FIGHTING ON STOKHOD.

PETROGRAD, July 13th.

A communiqué states:—Fierce fighting continues on the Stokhod. The enemy attempts to recross the river were again defeated.

RUSSIANS PROGRESSING NEAR ERZEROU.

PETROGRAD, July 13th.

A communiqué states:—The Russians are progressing appreciably west of Erzeroum. They captured 107 officers and 1,034 men within a week. Besides artillery, the Turkish line of retreat is littered with arms and stores.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE SHELLS BRITISH PORT.

ONE WOMAN KILLED.

LONDON, July 13th.

Field-Marshal Viscount French reports that at 10.30 o'clock last night a German submarine appeared off the small undefended port of Seaham Harbour, approached within a few hundred yards of the town, and fired some thirty rounds of shrapnel from a 3-inch gun.

Twenty of the rounds fell in the direction of Dalton le Dale and a dozen in and about Seaham Colliery. A woman who was walking in the colliery yard was seriously injured and died in the morning.

A house was also struck by a shell, but there were no other casualties or damage.

[Seaham Harbour is on the Durham Coast and has a population of about 10,000.]

TWO BRITISH PATROL DRIFTERS SUNK.

LONDON, July 13th.

The Admiralty reports that an Austrian cruiser sank two and damaged two British patrol drifters in the Adriatic, killing ten and wounding nine men, as well as taking several prisoners.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MR. REDMOND TO LORD LANSOWNE.

LONDON, July 13th.

Mr. Redmond, in a manifesto, in reply to yesterday's statement by Lord Lansdowne, says that as regards the speech, it is a gross insult to Ireland. It amounts to a declaration of war on the Irish people, and the announcement of a policy of coercion. If the speech represents the attitude of the Government towards Ireland, there will be an end to the hopes of a settlement.

Mr. Redmond is of the opinion that the speech is deliberately intended to wreck the negotiations.

The Daily News does not believe that Lord Lansdowne's speech had the intention of wrecking the negotiations, but was intended to conciliate the Unionist extremists.

Mr. Redmond's manifesto was provoked by an obscure passage in Lord Lansdowne's speech, which was interpreted as meaning that the Settlement scheme is only provisional as regards Parliamentary representation, and permanent as regards the exclusion of the Ulster counties.

GROSS BREACH OF FAITH.

Mr. Redmond, in his manifesto, says that he adheres strictly to Mr. Lloyd George's terms, and that any departure in the direction indicated in Lord Lansdowne's speech is a gross breach of faith.

It is stated that the Irish situation is easier, after the Irish leaders had conferred with some of the members of the Cabinet, but there is a general feeling that Mr. Asquith should make an explicit statement.

The Nationalists are also concerned at the threatened delay in introducing the amending Bill.

The Nationalists state that Lord Lansdowne's speech is the first intimation of the restrictions upon the Irish Executive, and that Mr. Asquith will be asked whether Lord Lansdowne's statements were sanctioned by the Government.

BULGARIAN REGIMENT MUTINY.

BUCHAREST, July 13th.

Nine thousand Austrian and Bulgarian deserters have been interned in Romania. Recent Bulgarian arrivals state that a Bulgarian Regiment mutinied and murdered their German officers. Another German Regiment sent to punish the mutineers joined the latter.

DUTCH FOOD POLICY.

THE HAGUE, July 13th.

A procession of revolutionary Socialists presented to the Ministry of the Interior a petition signed by 67,000, protesting against the Government's food-stuffs policy. The Premier declined to receive the deputation.

PROTEST BY THE SOCIALISTS.

LONDON, July 13th.

The pay-books found on German prisoners show that Germany is preparing to call up the 1918 class.

BANK OF ENGLAND DISCOUNT.

LONDON, July 13th.

The Bank of England discount rate is now six per cent.

FRENCH AND RUSSIAN MINISTERS IN LONDON.

LONDON, July 13th.

The French Ministers, M. Thomas (Munitions) and M. Ribot (Finance), as well as the Russian Minister of Finance, have arrived in London.

LIFE OF THE PRESENT PARLIAMENT TO BE PROLONGED.

LONDON, July 13th.

In the House of Commons, Mr. Asquith stated that the life of the present Parliament must be prolonged to a certain extent, owing to the impossibility of getting the register ready by September 30th. He said this question and that of the Parliamentary franchise had been discussed by the Cabinet, but they raised questions of grave difficulty for which he had been unable to find an adequate non-controversial solution. He therefore proposed to ask the House to appoint a Select Committee, not including members of the Cabinet.

THE QUESTION OF BYE-ELECTIONS.

LONDON, July 13th.

In the House of Commons, Mr. Asquith introduced a Bill to make the re-election of Mr. Lloyd George and the Hon. Mr. E. Montagu unnecessary.

MEMORIAL TO FLIGHT LIEUT. WARNEFORD.

LONDON, July 13th.

Lord Derby has unveiled a memorial to Flight Lieutenant Warneford, V.C., in Brompton Cemetery.

THE ECONOMIC CONFERENCE.

LONDON, July 13th.

In the House of Commons, Mr. Asquith said the Government approved of the resolutions adopted at the Paris Economic Conference.

THE RECENT REVOLUTION IN IRELAND.

LONDON, July 13th.

SUSPECTS RELEASED.

LONDON, July 13th.

In the House of Commons, Mr. Samuel announced that 499 Irish rebellion suspects had been released.

THE STATUS OF THE "DEUTSCHLAND."

LONDON, July 13th.

An Admiralty official, interviewed, said a message had been received showing that the cargo of the Deutschland was 375 tons, and not 1,000 tons.

WASHINGTON, July 13th.

The Treasury Department has advised the State Department that the Deutschland is an unarmed freight carrier which cannot be converted for offence without extensive structural changes.

ANGLO-FRENCH CONTENTION.

WASHINGTON, July 13th.

The British and French Embassies have represented to the State Department that the Deutschland is potentially a warship, though designed as a merchantman.

ENGAGEMENT OF MRS. JOSEPH CHAMBERLAIN.

LONDON, July 13th.

The engagement is announced of the Rev. William Hartley Carnegie (Rector of St. Margaret's and Canon of Westminster) and Mrs. Joseph Chamberlain.

THE ARAB REVOLT.

CAIRO, July 13th.

The journal Maktat reports that Sayid Ali, a supporter of the Sherief of Mecca, has captured the town and fort of Kufunda.

The authorities at Constantinople are alarmed at the Arab revolution and have ordered an expedition to Hedjaz, but the destruction of the railway prevents the despatch of troops and arms.

It is understood that the Arabs from Medina to Damascus support the Sherief.

TURKEY AND THE CENTRAL POWERS.

LONDON, July 13th.

The report that Austria has asked for the assistance of the Bulgarians against the Russians has apparently made Turkey apprehensive of her isolation in the Balkans. It is stated that Turkey, being desirous of negotiating with a certain Entente Power, has made Germany uneasy regarding the conference held in Switzerland between Ahmed Riza Bey, President of the Turkish Chamber, and the leading Turkish members of the opposition, who demand an immediate rupture with Bulgaria and the Central Powers.

GERMANY'S 1918 CLASS.

LONDON, July 13th.

The pay-books found on German prisoners show that Germany is preparing to call up the 1918 class.

BANK OF ENGLAND DISCOUNT.

LONDON, July 13th.

The Bank of England discount rate is now six per cent.

INDIA ACT AMENDMENT BILL.

[THROUGH REUTER'S AGENCY.]

DEPUTATION TO MR. CHAMBERLAIN.

LONDON, July 13th.

A deputation from the London Chamber of Commerce, consisting of Messrs. C. C. McLeod, J. M. Dick and W. K. Eddis, visited Mr. Austen Chamberlain yesterday, on behalf of the Indian Chamber's protest against Clause 2 of the Government of India Act Amendment Bill.

The deputation urged that the Bill should not be sanctioned by the Imperial Government until much greater consideration had been given to the views of the Indian community, and that the words to which exception had been taken should be withdrawn from the Bill and made the subject of a separate measure, after reference to responsible bodies in India, and full consideration by them of the proposed alteration.

Mr. Chamberlain replied that he was unable to withdraw Clause 2, for its withdrawal would effect much legislation to which no exception had been taken and which the deputation had agreed was necessary or harmless. Referring to the objections arising out of the Moment case, he pointed out that the Raj had already issued a communiqué expressing its willingness to reconsider the Burma Act in the light of recent criticisms. He said that he was impressed by what the deputation had said and undertook to examine carefully their suggestions. He trusted that a solution would be found which would secure the Raj the necessary powers whilst protecting the community against their abuse in the manner feared by the deputation.

THE CAMPAIGN IN MESOPOTAMIA.

LONDON, July 13th.

Mr. Asquith, answering questions in the House of Commons, said he thought the present moment inopportune to discuss the Mesopotamia campaign. The Government was very desirous for a discussion and did not desire to keep back anything.

Sir Edward Carson intimated that he would put a question with regard to Mesopotamia next week, and if the reply was unsatisfactory he would move the adjournment of the House for the discussion of the subject. Sir Edward Carson affirmed that many who had had communications from Mesopotamia were most anxious.

Mr. Asquith said there were reasons which could not be properly disclosed why a discussion was inopportune at the present time. The importance of the troops in Mesopotamia was engaging the Government's attention daily and the most careful steps were being taken to remedy defects and to supply immediate necessities.

In the House of Lords, Lord Crewe said the delay in the publication of the Mesopotamia papers was due to military objections to certain portions of them being published.

The Times trusts that the War Office will make every effort to remedy the commissariat deficiencies which are believed to exist in Mesopotamia. It admits the difficulties are great, but demands that a searching inquiry be made into the whole expedition.

EXCESS PROFITS OF BRANCH BUSINESS PREMISES ABROAD.

LONDON, July 13th.

In the King's Bench, it was decided that it is permissible to deduct the annual value of branch premises abroad in fixing the profits of the business for the purposes of Income-Tax. They have dismissed the appeal of the Inland Revenue Department against the decision of the Income-Tax Commissioners to that effect with respect to the Singapore and Penang premises of Messrs. Boustead & Co.

CHINESE AND KOREANS IN PINKS.

PETROGRAD, July 13th.

The Russian Commander-in-Chief has authorised the employment within the Pinks Government of Chinese and Koreans.

THEIR EMPLOYMENT PERMITTED.

PETROGRAD, July 13th.

The Russian Commander-in-Chief has authorised the employment within the Pinks Government of Chinese and Koreans.

SPORT.

LAWN BOWLS.

CIVIL SERVICE v. TAIKOO.

This League match, which was postponed from last week, will be played on the ground of the former Club on Saturday next, the 15th inst., at 4 p.m.

The following will play for Civil Service:—J. Blake, W. Bower, R. Duncan, W. Fincher (skip), W. Hill, J. Carr, P. T. Lambie, C. Bond (skip), E. H. Mason, W. Woolley, J. Tachi, and E. W. Dawson (skip). Reserve, J. Stanley.

THE TOBACCO TAXES.

PROVISIONS OF THE NEW ORDINANCE.

The Ordinance to provide for the taxation of tobacco, which was passed at the meeting of the Legislative Council yesterday, imposes the following duties:—

(a.)—Cigars valued at not less than \$2.20 per lb. and snuff of whatever value—\$1.50 per lb.

(b.)—Cigars valued at less than \$2.20 per lb. but not less than \$1.00 per lb.—\$0.70 per lb.

(c.)—Tobacco and cigarettes valued at not less than \$1.00 per lb., and Egyptian, Russian and Turkish cigarettes of whatever value—\$0.70 per lb.

(d.)—Chinese, Indian and Javanese tobacco other than cigars and cigarettes, valued at not less than \$25 per picul—\$10 per picul.

(e.)—Chinese, Indian and Javanese tobacco other than cigars and cigarettes, valued at not less than \$25 per picul—\$6 per picul.

(f.)—Tobacco, cigars and cigarettes of any other kind not herein otherwise provided for—\$0.30 per lb.

The valuation will be that contained in the invoice, except in cases where doubt arises, when the value of the goods will be judged by the Superintendent of Imports and Exports. The duties came into force yesterday and those who have in their possession more than 100 lbs. of tobacco are required to send a return of the quantity and value to the Superintendent of Imports and Exports in order that the duties may be levied upon it, the Superintendent retaining the right to make an examination of any books or papers in order to ascertain the correctness of the return. Moreover, if some of the tobacco in stock was disposed of yesterday the names of the purchasers, with the amount purchased, have to be supplied to the authorities. On the other hand, those with more than a stock of 100 lbs. can with the permission of the Superintendent of Imports and Exports, deposit any portion of their stock in general bonded or licensed warehouses without the payment of duty. Tobacco which is exported, ships' stores and tobacco to the extent of 100 lbs. in weight in the possession of any person on the 13th inst. is exempted from duty. If the stock of the dealers consists of two or more kinds of tobacco which would be liable to duty at different rates the tobacco which would pay the lower duty must first be included in the amount of 100 lbs. upon which abatement is granted.

PROVISION FOR CONTRACTS.

When any writer contract for the sale of tobacco entered into before the 13th day of July, 1916, contains no reference to the payment of duty the seller shall be deemed to have duly carried out his part of the contract upon his giving to the buyer the necessary facilities to enable him to obtain a permit under this Ordinance for the removal of the tobacco and the buyer shall pay the duty, any payable in respect of such tobacco, and also any additional charges for loading or storage occasioned by the operation of this Ordinance and not provided for in the contract, and if any such additional charges are paid by the seller in the first instance the amount so paid may be added to the contract price for the tobacco and may be recovered by the seller from the buyer as if it had formed part of the contract price.

When any new duty is imposed and when any duty is increased and any tobacco is delivered on or after the day on which the duty comes into force, the duty shall be paid by the buyer before that day, and the seller has paid such new or increased duty, he may in the absence of any agreement to the contrary recover as an addition to the contract price a sum equal to the amount paid by him in respect of the tobacco on account of the new duty or the increase of duty as the case may be.

When any duty is repealed or decreased and any tobacco affected by the duty is delivered on or after the day on which the duty comes into force, the duty shall be paid by the buyer before that day, and the seller has paid such new or increased duty, he may in the absence of any agreement to the contrary recover as an addition to the contract price a sum equal to the amount paid by him in respect of the tobacco on account of the new duty or the increase of duty as the case may be.

When any addition to or deduction from the contract price may be made under this section on account of any new or repealed duty such sum as may be agreed upon, or in default of agreement as may be determined by the Superintendent, as representing in the case of a new duty any expenses incurred and in the case of a repealed duty any expenses saved may be included in the addition to or deduction from the contract price and may be recovered or deducted accordingly.

IMPORTATION AND EXPORTATION.

No tobacco shall be imported or exported except by sea or by railway.

No tobacco shall be imported from China into the New Territories, with the exception of tobacco which is imported by the railway and is not removed from the train anywhere except at Kowloon station.

Dutiable tobacco imported on board any ship and intended to be exported on board the same ship without landing or transhipment, or to be used as ship's stores while the ship is in the waters of the Colony shall during the whole time that the ship is in the waters of the Colony be kept in a place of safety under the custody and control of the master.

(Continued on next column.)

WRECK OF THE "CHIYO-MARU"

CLOSE OF MARINE COURT PROCEEDINGS.

PROSECUTOR'S ARGUMENTS.

The Marine Court of Inquiry sitting in Tokyo to investigate the circumstances attending the wreck of the T.K.K. steamer Chiyomaru near Hongkong resumed its sittings on July 3rd, when the examination of Captain Bent was continued.

The Court asked Captain Bent for an explanation of an ambiguous point. In his evidence he had said he was a British subject, whereas on his master's certificate he was described as an American citizen.

Mr. Miyazaki, who appeared for Captain Bent, explained that his client had lived in America for a long time, and intended to become naturalised as an American citizen. When his certificate was issued by the Japanese authorities he was then taking the necessary steps for naturalisation, and that was the reason his nationality was given as American.

In reply to a question by the Examiner, Captain Bent stated that when he left Manila he gave instructions to the Chief Engineer to proceed at a speed of 15 knots. This would be confirmed by calculating the distance covered up to noon on March 30th.

Mr. Miyazaki, attorney for Captain Bent, stated that the disaster was due to an unknown current, a thick fog, and lack of sufficient time to alter the ship's course.

In reply to a further question, Captain Bent said he thought the stranding took place about 4.25 a.m., as he was aroused at 4.20 and the accident took place soon after he got on the bridge.

The examination of Mr. Sakai, First Officer, was then resumed, and he reiterated his statement that the stranding took place soon after he heard the 4.30 bell.

Mr. Nagano, who appeared as Prosecutor, said he thought Captain Bent was to blame for the loss of the Chiyomaru, and asked the Court to suspend his licence for four months. Mr. Nagano also urged that Mr. Sakai, First Officer, was guilty of neglect of duty, and should be censured.

The Court instructed that its decision would be announced on the 8th instant.

HONGKONG POLICE RESERVE.

COMMENDED SERVICE.

Members of the Police Reserve commanded by the Captain Superintendent of Police for exceptional conduct in the performance of duty will be entitled to wear a Bar of silver braid, 1½ in. long, over the right breast pocket. Eleven members have so far been commended, ten of this number being from the Chinese Companies.

AMBULANCE PATROLS.

The Surgeon Inspector will detail 4 Ambulance Patrolmen for duty each night, commencing on Monday, July 17th.

HEADQUARTERS' CLUB.

The sum of \$1,000 has been given towards the furnishing expenses by the Nanyang Brothers Tobacco Co. Mr. Kan Chin Nam of this Company has also become a Founder.

BAND AND ORCHESTRA.

Y.M.C.A.

"In deference to the Military Authorities this illustration does not represent the exact position of the Y.M.C.A. Buildings."

FRANCE

This Line is the Bulwark of England

It is protecting your home. What will you do for the men in the trenches who, at the peril of their lives, are fighting your battles? Already some scores of Y.M.C.A. buildings are making life happier for our men. But thousands of others of our brave troops are "doing without." Shall they continue to "do without" while you can help?

Will you give a new building to-day, or maintain one for a short period?

A Y.M.C.A. Divisional Secretary in France writes:—
"We are making the conditions far more comfortable for the men who would have had to spend many hours weary waiting out in the cold and wet had we not been here. Our room was packed to overflowing with men straight out of the trenches covered with mud, as only men in the trenches can be covered. By the time they had reached here many of them had tramped several miles and were quite exhausted. To find somewhere in which hot drinks and food could be procured in the middle of the night was a heaven gladly welcomed; it is surprising where men can sleep when exhausted such as we see them."

£125
will maintain ONE new building serving a camp of about 6,000 soldiers for the first THREE MONTHS.

£250
will buy a complete canvas equipment. At least 100 are immediately required for the Spring and Summer camps at home and abroad.

£450-600
will furnish and equip a new Y.M.C.A. hut in Britain or France according to size.

To those who cannot maintain a Complete Building.

For every one who can maintain a complete building there are ten troops and thousands who will eat on it a privilege to help in a similar way. Any subscription, however small, will be of value in this truly national work, and will be gratefully acknowledged.

Donations may be sent to—
c/o "The Hongkong Daily Press" Office,
10A, Des Vœux Road,
Hongkong.

HONGKONG LEGISLATIVE COUNCIL

(Continued from page 3.)

The Attorney-General—Regarding the placing of responsibility on the charterers, etc., of course, if a charterer can prove that he knew absolutely nothing about what was happening on the ship at a certain time no blame could be attached to him. That is obvious. With regard to Clause 41, that appears to be a question for Committee, the question of examination of luggage on embarking, as it might be that the Government will be prepared to accept an amendment.

Council then went into Committee to consider the Bill clause by clause.

The following addition was made to clause 6 (b):—(d) Tobacco which is imported in broken packages in passengers' baggage for private use and which does not exceed such quantity, weight or value as may be allowed by the Superintendent or as may be appointed by regulation made under this Ordinance.

The following addition was made to clause 11 (1):—(c) If the tobacco is imported by the post, the duty shall be payable before the delivery of the tobacco to the addressee, and the Postmaster-General shall refuse to deliver any such tobacco until the duty has been paid.

The following was added to Clause 17:—(3) Notwithstanding anything contained in this section it shall be lawful for the Master of any ship to permit the landing of any dutiable tobacco which forms part of the contents of a mail brought into the Colony by such ship: provided that such tobacco is landed for removal direct to the Post Office as part of such mail.

The following was added to Clause 18:—(1) Notwithstanding anything contained in this section it shall be lawful for the master of any ship to remove or cause to be removed to the Post Office any dutiable tobacco which forms part of the contents of a mail brought into the Colony by such ship: provided that such dutiable tobacco is removed direct from the ship to the Post Office as part of the contents of such mail.

The following sub-section was added to Clause 24:—(2) Part of the contents of a mail and is either in the Post Office or is in course of removal direct to the Post Office from the ship on which it was imported.

In Clause 53 the words "or Monopoly" inserted between "Government" and "Analyst" in the third line.

In Clause 55 the words "on the application of the Superintendent" were inserted between "may" and "award" in the first line.

In Clause 17 (1) the word "not allow" in the second line were substituted for the word "prevent."

In Clause 57 (2) the words "partner or other responsible representative" were added in the last line.

On Council resuming, the Attorney-General moved that the Bill be read a third time.

The Colonial Secretary seconded, and the Bill was then read a third time and passed.

POWERS OF REVENUE OFFICERS.

The Attorney-General moved the first reading of a Bill intitled, "An Ordinance to amend the Revenue Officers' Power of Arrest Ordinance, 1913."

The Colonial Secretary seconded, and the Bill was read a first time.

The "Objects and Reasons" state that the objects of this Bill are:—(a.)—To bring the schedule to the principal Ordinance up to date. (b.)—To add to it the Police Ordinance, 1916. (c.) To give the Governor in Council power to amend the schedule in order to avoid the necessity of passing amending Ordinances in the future.

ALIEN ENEMIES (WINDING UP) ORDINANCE, 1914.

The second reading of the amending Bill to the above Ordinance was postponed.

His Excellency—Council stands adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding.

ROYAL OBSERVATORY.

The Governor recommended the Council to vote a sum of five hundred and eighty-one dollars and five cents (\$581.05) in aid of Royal Observatory, Special Expenditure, Alteration to Magnetometer.

This was agreed to.

HARBOUR MASTER'S DEPARTMENT.

The Governor recommended the Council to vote a sum of four thousand dollars (\$4,000) in aid of Harbour Master's Department, Special Expenditure, Motor Launch.

This was agreed to.

IMPORTS AND EXPORTS IN 1915.

REPORT OF SUPERINTENDENT

The report of the Superintendent of Imports and Exports for the year 1915, which was presented at the meeting of the Hongkong Legislative Council yesterday, contains the following passages:—

The revenue collected from liquor duties and licensed warehouses for 1915 was \$625,574.07, as compared with \$650,955.89 in 1914. The general details are as follows:—

	1915.	1914.
Duties, European Liquors	\$173,001.24	\$222,031.64
Duties, Chinese Liquors	447,533.73	428,106.21
Licensed Warehouse Fees	6,000.00	6,730.00
Licensed Warehouse Overtime Fees	40.00	68.00

As was to be expected from the conditions at present obtaining in the Colony, the revenue derived from the duties on European liquors shows a further decrease. The revenue from Chinese liquors shows an increase, and, though the total amount collected was less than in 1914, it is satisfactory to note that the whole of the increase comes from the liquors sold by the local distilleries.

The Department continued to control the Opium Monopoly during the year. Raw opium was purchased at the Calcutta Auctions from time to time through the agency of Messrs. David Sassoon & Co., who also made all the necessary shipping arrangements. Mr. H. Alan Taylor continued in charge of the factory, and, though a few minor alterations have been introduced, the general procedure has remained unaltered. The total quantity of raw opium boiled including confiscated raw opium during the year was 343½ chests as compared with 449 in 1914. This reduction was due partly to the increase in price which was introduced in September, 1914, but the sales were also affected during the earlier part of the year by conditions attendant on the war.

The arrangements for the packing and sale of prepared opium have continued to run smoothly, and every endeavour has been made to prevent the opium sold in the Colony being exported to neighbouring countries.

The gross revenue from the Opium Monopoly was \$4,765,028.69, including the amount derived from fines and forfeitures.

Excellent work was again done by the Preventive Staff during the year. But, in spite of the enormous seizures made, there seems to be no decrease in the traffic in smuggled opium through the Colony.

The absorption by China of the stocks of certified opium held in Hongkong and Shanghai continued slowly, and certain movements of opium took place between the two places. On 1st October an agreement was made between the Commissioner for the suppression of opium for the Province of Kwang Tung and the opium merchants of Hongkong for the purchase of all the stock of certified opium held in Hongkong amounting to 1,200 chests. Delivery is to be taken of the whole of this stock within 18 months from the date of the agreement. Persian opium continued to be imported into the Colony originally entirely for Formosa. The import of uncertified Indian opium is limited to the Government and the Macao Farmer.

MILITARY STORES EXPORTATION ORDINANCE.

A great deal of work has been thrown on the department over the Military Stores Exportation Ordinance and other legislation in this connection occasioned by the war. Hongkong has always been known as a free port, and though certain regulations have been in existence dealing with sugar, opium, and intoxicating liquors, there has never been any control over the general movement of cargo through the port and there is no customs organisation. The various proclamations issued under the Military Stores Exportation Ordinance made it necessary to have a system under which it is possible to control the movement of cargo entering or leaving the Colony. A considerable amount of detail had to be gone into, but the three main points that occupied the attention of the department were:—

(a) to control the movement of prohibited goods.

(b) to prevent trading with the enemy.

(c) to avoid hampering genuine trade.

The system adopted was in the main simple. Prohibited goods could not be exported except under a permit. All ships and junks leaving the Colony had to furnish the department with a full and complete manifest. Manifests were checked against permits, and records were kept. The work entailed was considerable owing to the extraordinary position of the Colony as a collecting and distributing centre and the vast mass of goods that pass through. In many cases enquiries had to be made as to the origin, destination, and use of the goods in question. The working of this system might have had a serious effect on the trade of the Colony, but I believe that very little effect has been felt, chiefly owing to the loyal co-operation of the Shipping Companies and the extraordinary adaptability of the Chinese community. Some idea of the amount of work involved will be gathered from the fact that 85,351 permits were issued during the year.

In addition to the work involved by the Military Stores Exportation Ordinance, the department had also to control the operation of the Certificate of Origin and Declaration of Ultimate Destination Ordinances. 288 Certificates of Origin were received during the year under the former, and 191 Declarations were made under the latter. 138 Landing Certificates were issued for goods imported from other British Possessions under bond.

During the latter half of the year conditions were further complicated by the

(Continued on next Column.)

COTTON AND YARN MARKET.

Messrs. S. D. Setna & Co., in their fortnightly report dated Hongkong, July 12th, state:—

COTTON.—The market ruled steady. Sales of about 180 packages at \$31 per picul are reported in the market. Unsold stock is said to be about 700 packages. Reported closing quotations:—\$30 to \$34 per picul.

INDIAN YARN.—The present daily decline in the rate of exchange has been the reason for the restricted sales by the importers, who were asking much higher rates than the ruling prices. The market during the whole fortnight remained firm with sales of about 2,250 bales at an advance of \$3 to 5 per bale, business mainly being transacted in well-known chops, as under:—

300 bales Assur, No. 10s at \$102-\$105 per bale; 200 bales Colaba, No. 10s at \$104-\$108 per bale; 500 bales David, No. 10s at \$105-\$107 per bale; 100 bales Gold Mohour, No. 10s at \$100-\$102 per bale; 200 bales Indo-China, No. 10s at \$101-\$105 per bale; 400 bales Naranjes, No. 10s at \$99-\$103 per bale; 100 bales City, No. 10s at \$104-\$107 per bale; 100 bales Sundries, No. 10s at \$104-\$108 per bale; 100 bales Dawn, No. 12s at \$107-\$108 per bale; 100 bales Prospect, No. 12s at \$105-\$108 per bale; 100 bales Sun, No. 12s at \$107-\$110 per bale; 100 bales Indo-China, No. 20s at \$135 per bale; 50 bales Victoria, No. 20s at \$135 per bale. Unsold stock is estimated at about 6,000 bales. Sold but uncleaned stock is computed at about 12,000 bales.

THE SITUATION IN KUANGTUNG.

MR. LIANG CHI-CHAO'S SUGGESTION.

The situation in Kuangtung is daily getting serious (writes the Peking Gazette of the 6th inst.). Unless some powerful pressure is brought to bear on the opposing forces, Lung Chi-kuang and Li Lieh-chun will soon be locked in a bloody struggle. In fact small skirmishings have already begun between the advance guards. Fighting single-handed Li Lieh-chun will probably be hopelessly outnumbered; but it is believed that the troops under Chen Chun-min and Li Yuch-han are co-operating in the opposite direction. Lung Chi-kuang has therefore a difficult task before him if he should choose to fight. A settlement, however, seems to be in sight.

Mr. Liang Chi-chao has advised Premier Tuan Chi-jui to give another appointment to Lung Chi-kuang such as Director-General of Mining in Yunnan—where Lung has large tin interests—and Kuangsi, and thus remove the main cause of trouble. He suggests that General Lu Yung-tung be appointed Chiang Chun of Kuangtung, and that Li Lieh-chun be given some other suitable appointment. Mr. Liang's suggestion is supported by most people who are well informed on the situation in Kuangtung. It is reported that Premier Tuan Chi-jui concurs with the views of Mr. Liang and will take the necessary steps without delay. Mr. Tan Hsueh-hen, who has just arrived from Kuangtung, thinks Mr. Liang's suggestion the only way of saving Kuangtung.

General Tuan Chi-jui yesterday had an audience of the President and discussed the situation in Kuangtung. It is believed that both of them are agreed regarding the necessity of removing Lung Chi-kuang and the appointment of General Lu Yung-tung as Chiang Chun of Kuangtung.



We strongly recommend every man and woman reader of this paper, who is thin, pale, weak, or run down, or who has lost his or her buoyant, youthful energy, or who suffers from loss of appetite, or from debility, either nervous or physical, to try a new, scientifically compounded preparation called Sargol.

The trouble with most people who appear like "a bag of bones" is not that they don't get enough to eat, but that they do not assimilate what they do eat. They simply go through the natural motions of eating, but the flesh-giving part of what they eat just passes away without being assimilated, and consequently does not do them any good.

Sargol helps digest your food and aids in its assimilation. There is no need for you to be a "climber" and go around with that pinched, hungry, half-fed look any longer. Sargol will make you plump, sleek and "fit as a fiddle."

A. S. WATSON & CO., LTD.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY.

75-1

introduction of the White and Black Lists system for China and Siam. A certain amount of work had been done in connection with "Trading with the Enemy" through the examination of manifests. It was obvious, however, that the only satisfactory way of dealing with the question of White and Black Lists was to extend the permit system to all goods imported into and exported out of the Colony. Legislation to this effect was passed in December, 1915, and the department has now complete control of all goods entering or leaving the Colony.

The total expenditure of the department for the year including the purchase of raw opium was \$341,022.69 as compared with \$291,036.49 in 1914.

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.

"AMUSEMENT WITHOUT DISCOMFORT"

SEE THE **PALISADE** OUT-OF-DOOR-PICTURES

LOCATION NEAR POST OFFICE, KOWLOON.

CHANGE OF PROGRAMME! TO-NIGHT.

DRAWING ROOM PIRATE.
THE HARDUP'S HOLIDAY (COMIC).
THE RECEIVING CASHIER.
HONGKONG.
GAUMONT GRAPHIC.
ELECTRIC SNUFF (COMIC).

NEXT BAND NIGHT. SATURDAY NIGHT.

BOOKING AT MOUTRIE'S.
RESERVED CHAIRS \$1.00; UNRESERVED CHAIRS 50 Cts.
Hongkong, 13th July, 1916.

Grown on British owned plantations in the British West Indian Island of Montserrat.

Shipped in British vessels.

Montserrat Lime Juice

The finest health beverage. Waranted by a British firm of world-wide renown. Of All Sarsaparillas.

Drugs and Chemicals Ltd., Ltd., Liverpool & London.

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION

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THE FIRST MEN TO FLY. GENIUS OF THE WRIGHTS.

The fourth Wilbur Wright Memorial Lecture on "The Life and Work of Wilbur Wright" was given by Mr. Griffith Brewer, under the auspices of the Aeronautical Society of Great Britain at the rooms of the Royal Society of Arts, Adelphi, recently. Lord Montagu of Beaulieu was in the chair.

Lord Montagu said that most of the work of real value to mankind was done outside official circles and by private individuals, and it was nearly always opposed at its outset both by the public and by Government Departments. The Wrights had the wonderful quality which we called intuition. They had not at their disposal any very great means of looking at their problem from a purely scientific point of view. They were inspired by the single idea of flying, and they succeeded where many failed.

Mr. Griffith Brewer said that although the brothers had their early childhood taken a keen interest in the possibilities of human flight, it was not until 1890, when Wilbur was 29, that they took up the problem seriously. Wilbur was never tired of praising the work of Lilienthal and of James Stringfellow, one of the founder members of the Aeronautical Society. Never in the history of the world had men attacked the problem with such undaunted courage. The Wrights first studied all the books, then tested the data of Lilienthal and other authorities by building man-carrying gliders and risking their lives to find the truth which could not all be found by study at the fireside. Having discovered after two years' outdoor experiments in the air that the very axioms on which the art of flight reined were some correct, some inaccurate, and some absolutely false, they began a long series of laboratory experiments made in the most scientific manner made thousands of tests with models of various form of curved planes in a little wind-tunnel and tabulated thousands of readings which, even to-day, give equally efficient results to the more elaborate tables since prepared by learned institutions.

EXPERIMENTS BY THE BROTHERS.

The lecturer then described the experiments of the brothers at Kitty Hawk and the Kill Devil Hills in North Carolina, during which they not only made many successful flights, but had simultaneously the opportunity of studying the flight of buzzards. The story of their failures showed that only extreme optimism could succeed in experiments of this kind, in which every obstacle surmounted left one more behind without disclosing the number still ahead. Their successes, on the other hand, were an overwhelming proof of the soundness of their ideas and their extraordinary skill. On one occasion Orville remained in the air for 10 min. 15 sec., merely gliding against an up-current. It had often been said that the Wrights made a mystery of their experiments. This was wholly opposed to their real characters. They naturally desired to experiment quietly because all who tried to fly were laughed at—and continual jeering is apt to detract from useful thought. Afterwards, when people recognized that their work was sane, they were still obliged to seek seclusion in order to be able to work at all.

With regard to the subsequent patent litigation, no licence had ever been refused under the British Wright patents, and at the present time no impediment existed for the free use of the invention for manufacturing purposes. The British Army or Navy, the only real market for aeroplanes in Great Britain. The friendly action brought against the British Government for infringement had been settled, in view of the war, by the smallest sum compatible with real recognition. Germany and Austria also used the invention—without having paid for it. Lord Northcliffe, on hearing of the terms of settlement, had written, "I think that Wright has behaved more than generously—nobly, in fact." No one should attempt to allow any particular portion of the great discovery to one or other of the brothers—they worked in perfect unison.

Lord Montagu, in moving a vote of thanks to the lecturer, said he had told them many things made known to the world for the first time.

Lord Northcliffe, who seconded the motion, said: "I take particular pleasure in coming here to-day and seconding the vote of thanks to Mr. Griffith Brewer, because I had the honour of knowing not only the two Wright brothers, but their sister, Catherine. Many of you will recall the fact that when they arrived in Europe very early in the year 1908, they were able to fly at all Mr. Griffith Brewer will remember that great day when Wilbur, after all the great care he took in preparing his machine—after, I think, a fortnight of preparation—rose from the earth and, to the immense astonishment of the French people gathered there, who had been waiting for days, rose in the air and disappeared."

We are so accustomed to seeing flying machines nowadays that it is rather difficult to remember the enthusiasm, fascination, and excitement of seeing a man fly for the first time. I remember that first aeroplane. It was very rough, very simple. The motor was not only one of very small power, but, from the point of view of modern flying machines, very crude. The Wright brothers, however, took no risks. Every part of that machine was perfectly made from the practical point of view. After more than a hundred years of experiment with aeroplanes, these two brothers were the first two people in the world who made a machine to fly and flew it. I make that remark emphatically, because there is one aspect of the matter to which Mr. Griffith Brewer did not call attention, and that is the attempt of people to rob the Wright brothers of the priority of this invention. We have heard very little of that in England, but a prophet is not without honour save in his own country, and in the United States there has been a long and persistent attempt to belittle the originality of Wilbur and Orville.

(Continued on next Column.)

"K." A FRIEND'S TRIBUTE.

In the memoirs of Lord Kitchener hitherto published there is very little of the personal touch. It would almost seem that the writers of them did not know the man who was affectionately called "K." by the Army and by his friends. His lack of popular arts, his contempt of publicity and oratory, and his indifference to clamour, all contributed to make him appear cold and hard, a sort of monolith with a complex pattern, undecipherable to the world and even to the country which absolutely trusted him.

People who did not know him well were sometimes afraid of him, puzzled by him, surprised or dismayed by his instant reading of their character or thoughts. He was like a child in his intuitive quickness, and arrived at his conclusions by mental processes all his own, and very often disconcerting to the "trained mind." But he was almost unchangeable in his quickness of perception both of men and things.

"How did you know?" he would be asked. "I know and was thinking about it," he would reply quite simply. But in doing business he very seldom chose to let his interlocutor know how well he understood him, and many men have left his presence for the first time wondering at his rather aloof talk, unconscious that Lord Kitchener had read them like an open book.

People who only knew him a little were often quite unaware of his true nature, for he showed himself in intimacy to very few. Lately he made no new friends; the people he liked to be with were the men and women he had known well for 20 years, and the three or four houses he stayed in during his holidays, before the war, absorbed his every moment, were always the same and the company was the same too. For these intimate friends he had a very strong affection. Years did not with him to forget, sadness did not drive him to other more cheerful worlds; once fond of anyone, "K." was always fond of them, never forgot them, and always, in a way sort of way, wanted to show his affection.

HUMOUR AND SYMPATHY.

He was very reserved about the deeper things of life, though he was talkative enough on all others. He had an innate sense of decency about the serious things which made him a wonderfully sympathetic companion to those who were unhappy, or ill, or even only troubled, for he was never intrusive, and yet he showed he was sorry. In daily intercourse he had a sense of humour, a hatred of "losh," and a simplicity of nature which made him fine company, and in the great world he always seemed the most important person present, the natural centre of gravity around which others turned. He appreciated fully the support he had from his country during this great and grave time. "I have made a lot of mistakes," he said to someone this spring, and added that "the country still seems to give me a great deal of confidence." He had no illusions about these mistakes, and was quite aware that the politicians had occasionally entangled him in their nets. "Did you know what these people were like?" he asked a friend this year, "I had no idea before."

No sketch of "K." however slight, could be made without a word about his devoted friend and secretary, Colonel Fitz Gerald. Never was there a stronger or more loyal affection than that which these two men had for each other. "Fitz" seemed to have sacrificed his whole military career when he went to Cairo with Lord Kitchener in a more or less civilian capacity. But with the war came the opportunity for the great gifts, the charm, the high character, the utter devotion to duty. He would not have wished to survive his chief. They rest together a loss to all who know and loved them, enshrined together in the hearts of their countrymen. *Times.*

Wright. I have closely followed the history of the hundred years of aeroplane experiments, and I have the unswerving conviction that the credit of the first flying aeroplane is due to the Wright brothers, and from the point of practical flying to Orville alone. I think every one will agree with me that these two brothers believed in a splendid and handsome manner to Great Britain. The Wrights were Americans, not English people, but they were Americans of English descent. They had a great affection for this country, and their sister, in writing to me the other day, said: "We here make no pretence of being neutral. We are heart and soul with England and her Allies in this great struggle." (Cheers.) That family loyalty for one of the greatest inventions in the world.

THE MOTION WAS AGREED TO.

LORD MONTAGU'S CAMPAIGN.

Major-General R. M. Ruck, in proposing a vote of thanks to the Chairman said Lord Montagu might be considered one of the pioneers, because he had forecasted in the most accurate way many of the great events which had happened in flight during the present war. They also recognised that Lord Northcliffe was one of the first and principal supporters of flight.

Brigadier-General F. G. Stone seconded the motion, which was agreed to. Lord Montagu, in responding, expressed his satisfaction at seeing Lord Northcliffe present. He went to Le Mans to see Wright fly in October, 1908, and he saw anyone must who had a spark of imagination, the enormous possibility of flight. No one could tell to-day how good wishes for his campaign—which he would always try to carry out in a reasonable and proper manner—to wake up the country to the need of giving a great deal more attention than they were giving to-day to this subject. His desire was that both Services and the Government should realize that this was a matter which might, if we did not spend on it time, trouble, and energy, and exercise foresight, lead to Great Britain being an island no longer, and to our invasion by the air instead of by the sea.

AN IMPRESSION OF THE GREAT CONFLICT. SALVOES OF HUGE SHELLS.

[BY ONE WHO WAS THERE.]

War has its grandeur as well as its horrors, and it is on the sea that the grand and the terrible are most strikingly manifested. We have fought what in its way was a great fight, although it was not a sailors' battle, and both the grand and the terrible were present in an almost overpowering degree. As a spectacle it was magnificent, inspiring, awful—how awful it was impossible to realise until the fever of action surging through every nerve and fibre of the body had subsided, until the guns were silent and the great ships, some battered and others absolutely untouched, ploughed home on a placid sea unreal in the stillness.

I shall never forget the thrill which passed through the ships of the Grand Fleet when that inspiring, unlifting, bracing message was received from the battle-cruiser squadron, many leagues away: "I am engaged with heavy forces of the enemy."

Had "The Day" come at last? The day for which thousands of our men had waited, of which they had talked and thought and dreamed with an apparently ever-diminishing chance of the reality. Had the day come, and would we be enabled to make full use of the opportunity if such it proved to be? One looked on the faces and the bearing of the men, and the effect was electrical. Eagerness, suppressed excitement, absolute confidence only could be read there as they went about their duties with a vigour born of a new hope.

The great ships swung into battle order, and the responsive sea rocked and churned as the swift massive forms, doing all the speed they knew, raced for what were practically enemy waters. The men at the stations, the grim, silent guns pointing menacingly ahead—it is a great sight at any time, but it had a new meaning now. And great as it was, a drama immeasurably greater was to be witnessed before the sun dropped behind the horizon of a vexed and wreck-ridden sea.

As the Grand Fleet drew near to the scene of action the drifting smoke of battle came down with the ceaseless mutter of the guns on the wind. The beaming of the men became almost unbearable, intense, and it was, if anything, a blessed relief when our own guns—the guns of the great ships of the Grand Fleet, the grandest ships in the world, manned by the finest sailors in the world—gave tongue.

The ships of the Grand Fleet went into action as they might go into manoeuvres. From every yardarm the White Ensign flew, the flag which is to the sailor as the tattered colours were in the days of old to a regiment hard pressed. That it had gone hard with the battle-cruisers was apparent, but one ship cannot fight to be proud of, a fight which will live longer than many a victory. They had fought close in to the foe, and if anything is certain in the uncertainties of naval battle, it is this, that they gave at least as good as they got. We passed along the line of German ships some miles away, and let off broadside after broadside. The air was heavy with masses of smoke, black, yellow, green, of every colour, which drifted slowly between the opposing lines, hiding sometimes friend and sometimes foe. The enemy ships were firing very fast, but watching the ships in front one came to the conclusion that the shooting was decidedly erratic. Again and again salvos of shells fell far short of the mark, to be followed immediately by others which screamed past high in the air.

I watched the *Iron Duke* swinging through the seas, letting off broadside after broadside, wicked tongues of flame leaping through clouds of smoke. I saw the *Iron Duke*, and I shall never forget. The close of battle was stunning, stupendous, deafening, as hundreds of the heaviest guns in the world gave tongue at once.

Great masses of water rose in the air like water-spouts, most high as the salvos of German shells fell short or over. Now and then a shell found its mark, but left me absolutely cold as to its effect to each man at a time like this. A dozen may be knocked out at one's side. It makes no difference. It is war.

One of the many sad sights seen that day was that of a destroyer half a mile away. She had been badly hit, and she gave a message which a sailor does not like to see: "I am in a sinking condition." It was awful, but there was none to help. Again, it is war; and the sailors on a doomed ship, fired in the school of chance, are the last to complain.

It was impossible to see what was happening among the ships of the fleet. The obscuring smoke effectively prevented that, but at intervals a kindly wind blew a lane in the smoke, and the ships became visible. That the best ships of the enemy were engaged was apparent, but how many there were neither the eye nor the glass could make out. The number was certainly large. It was equally impossible to see what damage our ships were causing—only the High Command knew the progress of the battle. At one time two vessels were seen fire gleamed through the smoke, and the remark of a fellow-officer, "These beggars are done for, anyhow," confirmed one's own view.

It is a curious feeling to be in the midst of a battle and not to know to which side fortune leans. Where only a few ships are engaged it is different. Our own losses are known with some degree of exactness, but even that is uncertain. Thus, at one time, it was thought that the *Lion* had been lost, as she did not answer calls; but it transpired that her wireless had been destroyed.

With dusk came the great opportunity of the mosquito craft, and both sides made use of it to the full. It was in this way that one of the saddest of many sad incidents occurred. A destroyer, true to its name, dashed for the big enemy ships. She soon got into effective range, and loosed her torpedoes with deadly effect on a German battleship. That ship (Continued on next Column.)

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From 14th to 20th July, 1916.

HIGH WATER				LOW WATER			
Days	Week	Time	Height	Days	Week	Time	Height
Fri.	14	7 41	7 9	Fri.	14	10 13	3 2
Sat.	15	8 32	8 2	Sat.	15	10 44	4 0
Sun.	16	9 24	8 2	Sun.	16	11 24	4 3
Mon.	17	10 17	8 0	Mon.	17	12 17	5 0
Tues.	18	11 0	7 5	Tues.	18	1 0	5 1
Wed.	19	11 52	7 5	Wed.	19	1 52	5 1
Thurs.	20	12 44	7 7	Thurs.	20	2 44	5 1
		1 36	7 5			3 36	5 1

went down. The destroyer raced for safety. The commander and the officers were standing on the bridge indulging in mutual congratulations at their success when a shell hit the bridge with dreadful effect.

It was curious to note the effect of the fight on the sea. Calm at the beginning, the water soon looked as if it were under the influence of a gale, so great was the turmoil caused by the plunging of the leviathan ships. The sea also seemed to be stiff with fish killed by the shells bursting in the water. Cod, great and small, by the thousand floated listlessly here there, and everywhere. What a harvest for fishermen! *Scotsman.*

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NORRE	Aug. 25	"MOOLTAN"	Sept. 25	Oct. 2
MALTA	Sep. 8	"KASHGAR"	Oct. 9	Oct. 16
NAMUR	Sep. 22	Through Steamer	Oct. 26	Nov. 4
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PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MISHIMA MARU Capt. S. Nishimura	15,000	WEDNESDAY, 19th July, at Noon
	SUWA MARU Capt. T. Sekine	21,000	THURSDAY, 20th Aug., at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SHIDZUKA MARU Capt. Numa	12,500	WEDNESDAY, 19th July, at 4 P.M.
	KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 18th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
	AKI MARU Capt. K. Chikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and BANGALANG	COLOMBO MARU Capt. Nomura	8,900	SUNDAY, 30th July
BOMBAY via SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Kotayashi	8,900	MONDAY, 17th July
SHANGHAI, KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	8,900	MONDAY, 31st July
SHANGHAI, MOJI and KOBE	BANGON MARU Capt. Mori	11,500	THURSDAY, 20th July
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. S. Tominga	13,500	SATURDAY, 18th July, at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.
WAKASA MARU
Capt. Iizono
12,500
August

* Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. NOBI, MANAGER.

TELEPHONE Nos. 92 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
* KWANTO MARU	22,000—21 knots	FRI, 21st July Noon.
* NIPPON MARU	11,000—15 knots	THURS, 3rd Aug. 10.30 A.M.
* SHINYO MARU	22,000—21 knots	TUES, 15th Aug Noon.
* ANYO MARU	18,500—16 knots	TUES, 12th Sept. Noon.
* PERISA MARU	9,000—14 knots	THURS, 21st Sept. 10.30 A.M.

* Via MANILA, Omitting Shanghai.

* Cargo only.

† Proceeding to South American Ports.
‡ Omitting Manila, Shanghai and Hon-lu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
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For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ABECA, IQUIQUE and VALPARAISO.

TRANS-ANDEN ROUTE TO BUENOS AIRES.
ANYO MARU ... 19,500—16 knots ... TUESDAY, 12th Sept.
For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT,
King's Building, [213]

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FOURTEENTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD
For SHANGHAI, KOBE and YOKOHAMA ... POLYNESIEN ... On or about 15th July.
HOMEWARD
MARSEILLES via HAIPHONG, and YOKOHAMA ... ATLANTIQUE ... On or about 23rd July.
(Without Transshipment)

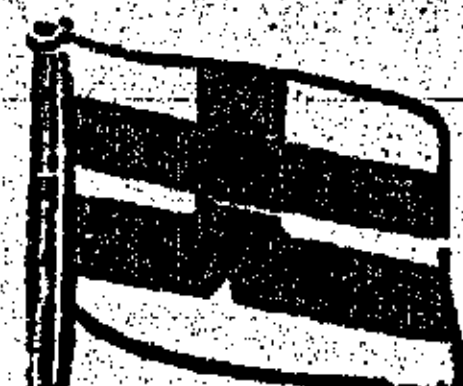
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SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to—

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P. THOMAS, AGENT,
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O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA
"MEXICO MARU" ... FRIDAY, 28th July, at 3 P.M.
† Omitting Shanghai and Moji. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.
"JAVA MARU" ... S. Yanagi ... SATURDAY, 15th July, at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, BANGALANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "AWAKURA MARU" ... SUNDAY, 16th July, at Noon.
* "SOBU MARU" ... WEDNESDAY, 19th July, at 9 A.M.

* Proceeding to Keelung via Swatow and Amoy.
* Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	4th Aug.	On 25th July, 11 A.M.
ST. ALBANS	4th Aug.	On 27th Aug., 11 A.M.

All Steamers fitted with wireless phy. Telograp.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
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